GOVDOC
BRA
1425

BOSTON
PUBLIC
LIBRARY

CBD
URP

central business district urban renewal project

BOSTON REDEVELOPMENT AUTHORITY

CENTRAL BUSINESS DISTRICT

URBAN RENEWAL PLAN PROPOSALS

BOSTON
PUBLIC
LIBRARY

PRELIMINARY STAFF PROPOSAL

TABLE OF CONTENTS

REDEVELOPMENT PLAN OBJECTIVES Page 1

Increased Accessibility
Stabilization of Values
New Development Opportunities
Expansion of Unique Characteristics of CBD
Diversification of Land Use

THE URBAN RENEWAL PLAN Page 4

A. Transportation

Regional Circulation
Internal Circulation

1. Vehicular Circulation & Street Improvements Page 6

North-South System

a. Tremont and Chauncy-Arch

b. Devonshire-Otis-Kingston and Lincoln-High-Federal-Congress

c. Purchase-South and Atlantic-Central Artery Service Road

d. Atlantic-Dorchester

East-West System

a. School-Milk and Franklin-Bromfield

b. Summer Street

c. Boylston-Essex and New Street

2. Parking Structures Page 12

a. South Station
b. Summer Street
c. Chauncy Street
d. Franklin-Washington Streets
e. Bromfield-Washington Streets
f. Upper Washington Street
g. Washington-Devonshire Streets
h. Temple Place
i. Bedford Street
j. Washington-Essex Streets
k. Hinge Block

3. Truck Servicing Page 19

4. Pedestrian Area Improvements Page 21

5. Mass Transit Improvements Page 24

B. Office Buildings Page 26

C. Retail-Commercial Developments Page 28

D. Entertainment and Cultural Activities Page 32

E. Residential Page 32

F. Hotel-Motel Development Page 33

G. Property Acquisition Page 33

H. Zoning Adjustments Page 34

ABLE OF PARCEL DEVELOPMENT Page 35
ESIGN OBJECTIVES Page 41

Upper Washington
Ladder Blocks
Summer Street-South Station
Hinge Block

PPENDIX

Diagrams

#1 - Regional Highways
#2 - North-South Street System
#3 - East-West Street System
#4 - Parking Garage Locations
#5-10 - Parking Garages (Detailed)
#11 - Auxiliary Transit Facilities
#12 - Ladder Blocks Servicing
#13 - Ladder Blocks Ground Floor
#14 - Ladder Blocks Site Plan
#15 - South Station-Summer Street Plan
#16 - South Station-Summer Street Section
#17 - CBD sub-areas

Maps

1. Acquisition
2. Zoning
3. Street Adjustments
4. Disposition
5. Vehicular Circulation
6. Pedestrian Circulation
7. Illustrative Site Plan

EDEVELOPMENT PLAN OBJECTIVES

he objectives of any rational redevelopment plan must be to alleviate he problems that plague an area and to strengthen those attributes hat give an area character and dynamism, both economically and hysically.

Increased Accessibility

One of the basic problems facing the CBD is the poor accessibility to the area in general and to many of the buildings themselves. Many streets are clogged with slow moving vehicles; trucks serving buildings from the street; parked cars (both legal and illegal); and pedestrians spilling into the street from narrow and overcrowded sidewalks. Complex and dangerous intersections are not unusual and important traffic routes, which should have continuous alignments, are lacking at critical points.

Ideally, local traffic should be separated from through traffic, pedestrian flow from vehicular flow, and all parking and servicing should be off street.

Because of the nature of the area - that is, its highly built-up character - it is impossible to solve fully all the traffic and circulation problems. But it is a goal of the Plan to solve as many as possible and mitigate those that cannot be completely removed.

Mass transit plays an important role in accessibility to the CBD. The Plan anticipates an increase in the use of public transportation as a result of the increased service, station improvements and expansion program of the MBTA.

Stabilization of Values

General property deterioration is prevalent in the CBD, although there are many basically sound buildings and many economically strong businesses. This condition is caused by many complex and interrelated factors such as traffic congestion, building obsolescence, decentralization in the metropolitan area, etc. Deterioration leads to declining sales volumes and higher vacancy rates, which in turn lead to further deterioration.

The improvements proposed by the Plan are intended to stop and reverse this trend.

New Development Opportunities

The old established street pattern of Boston imposes a serious limitation on the size and shape of potential development sites. This plus the high diversity of ownership of small parcels, makes the creation of adequate development sites by private activity alone most difficult.

One of the major elements of the Plan will be the creation of new parcels that are adequately sized and located as to meet

the needs of modern day office, retailing, parking and other functions.

Expansion of Unique Characteristics of CBD

The Central Business District of Boston has certain characteristics that make it unique among other cities of similar size: The Common and the Public Garden; the density of the area, resulting in a compactness and a "walkability" that is rare in a downtown; the architectural variety; and the relation of buildings to streets and open spaces which creates an intimate scale for the casual as well as busy walker.

It is the intention of the Plan to sustain and strengthen this character through careful attention to the details of land use, building design, landscape, street widths, and controls on ground coverage for new development.

Diversification of Land Use

The broad diversification of land uses in the compact area of the CBD is a source of great strength. The encouragement of such diversity, while at the same time providing for new development in an orderly and related manner, is a prime goal of the Plan. Rather than permit an haphazard array of land uses, the Plan proposes a mixture of activities that are logically related and will provide increased diversity with the necessary ancillary facilities needed for mutual benefit.

IE URBAN RENEWAL PLAN

ıy Urban Renewal Plan has essentially three major elements: ransportation or circulation proposals; land use requirements; build-ıg controls and design objectives. This section of the report is irected towards an explanation of these elements as proposed.

A. Transportation

Improved accessibility to the Central Business District and better mobility within the area are absolutely essential to the realization of economic growth and increased activity. Studies indicate that approximately 300,000 people per day enter the CBD via private car and mass transit. Boston's 1965-1975 Master Plan supported by other recent studies indicates a growth factor of 12% to 20% by 1975. Recognizing this anticipated growth, the basic objective of the circulation plan is to provide adequate access and egress to and from the CBD, and more efficient circulation within the area for 336,000 to 385,000 people per day.

Transportation improvements affecting the CBD can be grouped under two major headings:

Regional Circulation Plans, or those proposals which affect the basic patterns of approach to the CBD from the outlying area; and

Internal Circulation Plans, or those Project level

proposals for improved movement of people and goods within the CBD.

Regional Circulation

The Regional Circulation Plan is quite well established by both highway and mass transit plans completed or now under way. Completion of the Inner Belt and Radial expressway network will result in a significant increase in convenience and capacity for vehicular traffic approaching the CBD (See Diagram #1). This high capacity network focuses on the eastern flank of the project area, in the South Station district. The extensive expansion and modernization program of the MBTA will provide convenient access to the CBD for thousands who are now beyond the limits of good mass transit service. The estimated number of person trips to the CBD by mass transportation today is 130,000. As a result of the transit improvements and anticipated growth of the metropolitan area, this number is expected to be increased by 20% to 25% by 1975. This would represent a slight increase in favor of mass transit as a means of access to the CBD, reversing the present trend of a growing dependence on automobiles. The result would be a better balanced regional circulation system serving the core area.

Internal Circulation

The Internal Circulation Plan as presented here consists of five elements:

1. Traffic circulation and street improvements
2. Parking structures
3. Truck servicing facilities
4. Mass transit improvements
5. Pedestrian area improvements

Specific proposals within these interrelated components of the circulation plan are described below:

1. Vehicular Circulation and Street Improvements

   (See Map #5 - "Vehicular Circulation," and Map #3 - "Street Adjustments")

   There is no need to elaborate greatly upon the present faults of the antiquated street system - they are too evident to those who attempt to move about the CBD, whether as a daily routine or on a special purpose trip. An analysis of the existing street pattern discloses an extremely high incidence of such problems as inadequate street widths; lack of continuity; pedestrian-vehicle conflicts; complex intersections; and the lack of clear connections with major roadways.

   In general, the Plan provides a system of

continuous north-south and east-west streets, eliminates the off-set or dog-leg intersections, and simplifies complex intersections such as Dewey Square and Park Square. Major streets have a minimum width of three lanes and will operate one way (exceptions being two-way operations on Summer, Dorchester, Stuart-Kneeland, and portions of Congress and Essex Streets).

North-South System

There are four basic channels of north-south traffic which tie into the major street systems of adjacent areas such as Government Center, the Waterfront, South Cove and Back Bay. (See Diagram #2).

a. Tremont and Chauncy-Arch

Tremont will carry the southbound traffic entering the CBD from Cambridge Street. The present 44' roadway will be retained. The northbound return route is provided by a four-lane (44') Chauncy-Arch Street, which merges with Washington Street at Water Street and proceeds to Cambridge Street via a widened Court Street. The

creation of a clear Chauncy-Arch roadway to handle the northbound flow will free Washington Street for local traffic seeking easy access to the abutting land uses.

b. Devonshire-Otis-Kingston and Lincoln-High-Federal-Congress

Congress Street, through Government Center, is a major two-way street. South of State Street, traffic will be handled by a one-way pair of streets, with Devonshire-Otis-Kingston operating in a southerly direction and Lincoln-High-Federal-Congress in a northerly direction. Kingston Street, between Bedford and Summer, will be widened to allow for a continuous three-lane southbound route employing Devonshire, Otis and Kingston Streets. A complete redesign of Dewey Square will simplify the street pattern and allow for the direct connection of Lincoln to High Street, which in turn will feed northbound traffic into Federal

and Congress Streets. These roadways connect to the Turnpike entrance and exit ramps at Kneeland Street.

c. Purchase-South and Atlantic-Central Artery Service Road

The connection of Purchase Street to South Street through Dewey Square, combined with other related street improvements being made in the Waterfront to the north, opens up this major channel for peripheral north-south traffic paralleling the Central Artery.

d. Atlantic-Dorchester

Dorchester Avenue will be rebuilt within the Fort Point Channel adjacent to its present alignment, and extended northward from Summer Street to tie into the new Atlantic Avenue at Northern Avenue. This two-way boulevard will create an excellent route on the eastern extremity of the downtown all the way from South Boston to the North Station area and, at

the same time, provide relief for the Central Artery.

In the Park Square area, Charles Street will be extended through to connect with the new roadway in the South Cove, permitting the elimination of excessive and complex pavement areas and improving the traffic flow. Charles Street will continue to operate as a cross-town street paired with either Arlington or Tremont-Shawmut.

East-West System

The east-west street system is developed by the creation of one-way pairs which loop into the district from the high capacity north-south roadways on the eastern edge of the CBD. Improved roadway connections are also provided to the Back Bay. (See Diagram #3)

The loop system roadways are:

a. School-Milk and Franklin-Bromfield

Franklin Street is realigned at Washington to feed directly into Bromfield. This westbound traffic, which emanates from as far east as

the Central Artery and Atlantic Avenue, can then return smoothly on the School-Milk alignment as a result of the direct connection of those two streets at the Washington intersection. This loop system gives access to the northern portion of the retail area and the office-financial district.

b. Summer Street

Summer Street is widened to operate as a two-way street connecting the heart of the retail area to the Central Artery, Atlantic-Dorchester and South Boston.

c. Boylston-Essex and New Street

The southern portion of the retail core, as well as the entertainment and garment districts, are served by a widened, two-way Essex Street which splits at Kingston into a one-way pair formed by a new westbound street and the eastbound Boylston-Essex. The elimination of the off-set intersection of Boylston-Essex at Washington will improve the eastbound flow and clarify the street pattern.

State-Court Street will continue to flow westward, with widenings adjacent to the old State House and along Court Street. Stuart-Kneeland Street will be operated two-way, with widenings at Tremont and Washington Streets to permit left turn lanes and a freer flow of traffic. The roadway splits at Park Square, with the westbound traffic routed on an improved Eliot-Providence-St. James Street alignment, and eastbound traffic operating on Stuart Street.

The functioning of the over-all street pattern will be further improved by the closing of various minor streets, thus eliminating many excessive intersections.

2. Parking Structures - (See Map #5 - Vehicular Circulation")

A total of 10,250 new parking spaces will serve the Central Business District. These will be in public and private ramp-type structures easily accessible from the proposed major street system. Field surveys of existing parking in the CBD and immediately adjacent area show that approximately

15,000 cars are parked in the area at the peak period. A breakdown of that total figure indicates that 11,900 are off-street, 900 are parked at legal curb spaces; 1950 are parked at illegal curb spaces; and 300 are double parked. In addition to the new structures, approximately 1,000 curb spaces for convenience, short-term parking will be added to the area's retained parking capacity. After deduction of illegal parking spaces and various open parking lots there will be a total of 23,000 parking spaces available in and immediately adjacent to the CBD.

The general pattern of parking garages and their functions are illustrated by Diagram 4. Long-term parking structures are located on the periphery of the CBD in the South Station area, under the Common and near the office district. Short-term, high-turnover parking structures are located in the core area.

To maximize use of valuable downtown land and insure an intensity of active uses, new garage structures generally are proposed as multiple

use developments combining ground floor retail with upper level office and/or residential.

Specific parking proposals are described below:

a. South Station (See Diagram 5)

The area now occupied by the Railway Express buildings and a major portion of the rail yards is well located in relation to major expressways. A 4,000-5,000 car parking garage is proposed here. Direct access will be created from the Mass. Turnpike and Southeast Expressway, providing convenience and avoiding congestion of the local street system. The structure will be constructed so as to permit continuation of commuter train operations. A major portion of parking spaces should be devoted to long-term, or all-day parking, with a smaller amount of short-term spaces provided at the northern end of the structure near Summer Street. Small buses, or some other form of auxiliary

transit facility, might circulate through the parking garage to provide a fast, economical connection to the major areas of the CBD.

b. Summer Street (See Diagram 6)

Running along Summer Street, and constructed above two levels of commercial activity, will be a system of connected shopper-oriented parking structures. Access to these structures will be from South and Lincoln Streets. Connections will be provided to the Summer Street pedestrian mall at various convenient locations within this complex. A total of 1,500 spaces is proposed. Assuming a turnover rate of 2.8 (the average short-term rate as indicated in parking studies for the CBD), this facility could handle 4,200 cars during a normal 12-hour day.

c. Chauncy Street (See Diagram 6)

This garage will provide 700 spaces for daily use by 1,960 cars. Access is provided at the "New Street" end of the

building and a connection to provide circulation between the Summer Street garage and this structure at upper levels would be a desirable feature.

d. Franklin-Washington (See Diagram 7)
Developed above a major retail site, this parking garage, with a capacity of 700 cars (1,960 vehicles per day), is located to serve the northern portion of the major retail area. Access is provided from Arch Street and Franklin Street.

e. Bromfield-Washington (See Diagram 7)
This site will support a 300-car facility (840 vehicles per day), with access from Province Street. Two levels of retail space - one at the Province Street elevation, and the other at Washington Street - are provided beneath the four levels of ramp-type parking. Pedestrian flow will be encouraged along the new mall, extending from Province Street into the heart of the retail oriented "Ladder Blocks," as well as to Washington Street.

f. Upper Washington (See Diagram 8)

The increasing density of office space in the Washington-State-Court area creates a need for additional parking. The 450 space structure on Washington Street will serve the new adjacent developments. Access and egress are provided from both Washington Street and Court Square.

g. Washington-Devonshire (See Diagram 8)

Additional parking for the Upper Washington area can be provided in the office site bounded by Washington, Water and Devonshire. Access and egress to the 300-car spaces would be from both Washington and Devonshire.

h. Temple Place (See Diagram 9)

The redevelopment of the Temple-West block includes retail, residential and parking. Parking levels are sandwiched in between two levels of retail and the apartment tower and are accessible via a ramp from West Street. Approximately 350 cars can be accommodated to serve the retail area

and the apartments.

i. Bedford Street (See Diagram 9)

This short-term shopper garage can handle 840 cars per day (300 spaces) with access from Bedford and New Streets. It could be developed with upper-level connections to the Chauncy Garage across the street to allow better flexibility for the shopper-parker. It will serve the southern portion of the Washington Street retail district and could provide evening parking space for the nearby entertainment district. The ground floor would be utilized for retail sales space.

j. Washington-Essex (See Diagram 10)

As part of the new facilities for an upgraded entertainment area, this garage will conveniently serve the district from Tremont Street through Chinatown. Access to the 500-car structure is from Essex Street and Harrison Avenue. On the lower levels a variety of entertainment or recreational activities will add to the new environment.

k. Hinge Block (see Diagram 10)

Approximately 300 spaces of highly convenient parking can be provided below the proposed new cultural and entertainment developments in the Hinge Block. Access would be from both Tremont and Washington Streets.

3. Truck Servicing Facilities (See Map #5 - "Vehicular Circulation")

The problems caused by on-street truck servicing are evident throughout the project area, but they are especially severe in the major retail district. Field studies indicate that less than 5% of the 700-900 trucks servicing the area at peak periods utilize off-street loading facilities.

The ideal system for handling major servicing activity in the retail district is special underground tunnels, accessible from the major streets, with service bays and docks at the basement levels. The retail area will have three separate underground systems to provide servicing to adjacent stores.

a. The Ladder Blocks service tunnel ramps down from Bromfield at Province Street, passes over the subway and beneath the street level at Winter Street, continues below Temple Place, and emerges at West Street opposite Mason Street (See Diagrams 12 through 14). This two-lane tunnel is the basic spine for truck access to all of the structures in the area bounded by Tremont, Bromfield, Washington and West Streets. Loading areas will be created adjacent to the truck tunnel beneath the new development to provide servicing for the new structures and the abutting properties.. The buildings on the periphery that are not directly accessible to the loading areas could be serviced by use of dollies through underground passageways.

b. The second underground system will service the major retail area bounded by Washington, Milk, Arch and Summer Streets. (See Map #5 "Vehicular Circulation"). The truck tunnel will ramp down from Arch Street between Franklin and Milk into the new retail complex

then continue beneath Hawley Street, pass under Franklin Street, and enter the Filene's and Kennedy's area at the second basement level. The tunnel would be two-way operation with the trucks returning to exit on Arch Street.

c. The Jordan Marsh complex is served by a truck tunnel which ramps down to the second basement level beneath the garage development in the Chauncy, Bedford, Kingston, New Street block (See Map #5, "Vehicular Circulation"). An access portal is located on New Street and the exit is on Bedford Street. The loading docks are beneath the new retail development in the Washington, Bedford, Chauncy, New Street block.

In all new major developments in the Project Area, adequate off-street loading facilities will be required.

4. Pedestrian Area Improvements (See Map #6 - "Pedestrian Circulation")

Surveys have confirmed the notion that Boston is a "walker's" city. The average walking distance from point of origin to first destination, for any purpose,

is slightly over 1,000 feet, which is substantially further than average in other cities. More space and a greater variety of pedestrian routes will be provided by the creation of malls, arcades, small parks and sidewalks widenings. The simplified street pattern also will facilitate safer and less disruptive crossings. Two major pedestrian movements form the crux of the pedestrian system: the north-south flow along Washington Street, from Government Center through the retail core; and, the cross-axis formed by Winter and Summer Streets from the Common to South Station.

The improvements along Washington Street consist of minimum 15 foot sidewalks along the frontages of new development sites, small open spaces related to the Old Corner Bookstore and Old South Meeting House, and the elimination of cross-streets between Bromfield and West. Reduction of through traffic on Washington, made possible by the Chauncy-Arch roadway, will allow for longer periods of pedestrian crossing time at the signalized intersections.

As part of the redevelopment along Summer Street, a second floor level pedestrian way will connect the South Station complex with the retail core. (See Diagrams 15 and 16). A spur from this elevated Summer Street way will branch off across Dewey Square to the head of Federal Street to improve access to the financial-office district.

All of Winter Street and that portion of Summer Street between Washington and Chauncy-Arch will be closed to vehicular traffic and converted into attractively landscaped pedestrian areas.

In addition to the Winter Street mall, a whole complex of pedestrian ways will be created in the retail district bounded by Tremont, Bromfield, Washington and West Streets. Temple Place and Hamilton Place will become pedestrian ways, and a mall will be created parallel to Washington Street through the middle of the blocks, utilizing a widened Winter Place and new easements in the Temple-West and Gilchrist's blocks. This latter pedestrian route will allow for continuous movement from Government Center to West Street via Court Square, Province Street and the new system in the Ladder Blocks.

Wherever possible in conjunction with new development and/or street widening, sidewalks throughout the project area will be widened to a minimum of 12 feet.

5. Mass Transit Improvements

Mass transit improvements that would affect the CBD fall into three categories: major extensions and operational upgrading to achieve greater use within the metropolitan community; station modernization to make the system more attractive and efficient; and the introduction of new forms of transportation to serve short-haul downtown needs.

Completion of the MBTA program for extensions of the basic rapid transit system to reach the expanding population areas is a necessity for the full realization of the CBD plan.

A final MBTA policy regarding operational changes to the four existing subway lines within the CBD project area has not been established. However, major adjustments, such as relocation of stations or re-routing, are not anticipated. There might be some platform lengthenings to accommodate longer

trains needed for the projected increase of ridership.

Planning studies of the South Shore line have indicated the possibility of extending the line, from its proposed South Station terminus, via a new subway to Post Office Square, and possibly further to tie into one of the northern transit routes. Studies have also indicated the possible inter-connection of the South Shore line and the Harvard-Ashmont subway so that some of the trains could continue directly into the retail core and beyond through the Cambridge tunnel. This type of flexibility of the transit system would be an asset for the future CBD.

The BRA will continue to cooperate with the MBTA planners during implementation of the station modernization program so as to coordinate the station remodeling with the new development activity. The program will affect every subway station in the CBD and result in modern, convenient facilities, complete with escalators, additional entrances and a much greater clarity of the system.

A new form of auxiliary transit system to move people about the project area and connect with adjacent activity centers would provide additional mobility at a scale that falls between the subway system and walking. Two types of operations are desirable to fill this needs: a small, short-headway, low-fare bus, such as the Minibuses used in Washington, D. C., could circulate on a variety of routes using the local street system; and specially designed equipment could connect the South Station garage/ transportation terminal with the heart of the retail area via the pedestrian mall running along Summer Street. Diagram 11 shows the suggested routes.

B. Office Building Development

Major office building development is proposed for logical expansion of the present office district in two general areas: Upper Washington Street, between the retail core and Government Center; and Dewey Square-South Station. Other sites, which include office space of a more specialized nature in combination with other major land uses, are proposed within the retail core and in the Hinge Block-Park Square zone.

Two major office tower sites, each for development of as much as 500,000 sq. ft., are proposed. One site at the corner of

Washington and Court, will be a major link between the retail core and the Government Center. The other, located in Dewey Square immediately west of the South Station development, has extremely good vehicular access from the major highways and will dominate the skyline from the Central Artery and Turnpike approaches to the downtown. Accessibility by mass transit is excellent for both sites.

Three additional office structures of more moderate size are proposed in the upper Washington area.

A 125,000-200,000 sq. ft. office building along Washington, Water and Devonshire will be visually prominent from the retail area. Parking for approximately 300 cars can be developed between the ground floor commercial space and the office space.

A unique site at the corner of School and Milk Streets results from the realignment of School to feed traffic into Milk Street. The structure designed for this site, while relatively small (35,000-50,000 sq. ft.) will serve as an important architectural partner to the historic Old South Meeting House and Old Corner Bookstore.

The third general office site will have a Milk Street

address, directly across the street from the Old South Meeting House. This building is advantageously located to both the retail core and the Post Office Square office district and can be developed with 200,000-250,000 sq. ft. of space.

All new office development sites are located to take maximum advantage of the MBTA system. Where possible, the buildings will be tied directly into the station areas.

In order to maintain a high degree of activity and interest at the street level, retail or other commercial space is proposed for the ground floors of all the new office structures.

C. Retail-Commercial Development

Strengthening the present retail core and providing for its extension up Washington Street towards Government Center and down Summer Street towards South Station is a major goal of the Plan.

The Government Center - employing approximately 25,000 persons and generating an equal number of daily visitors - will soon be completed. This abrupt change in the pattern of daytime population will transform upper Washington

Street into a major pedestrian corridor capable of supporting active and varied commercial enterprises.

The Plan envisions this area developed as an attractive shop-lined connection between the Government Center-State Street district and the major retail center at Washington and Summer Streets.

Along Washington Street, between Franklin and Court Streets, between 200,000-300,000 sq. ft. of new commercial space is proposed on seven sites. New buildings here will greatly enhance the surroundings of historic structures such as the Old South Meeting House and the Old Corner Bookstore. The characteristics of this area should be amenable to the successful development of numerous specialty shops.

The second thrust of new retail-commercial development is down Summer Street to South Station. The Expressway and Turnpike connections into this area make it more accessible by automobile than any other portion of the CBD. The anchors of the existing retail core at Washington Street and the proposed South Station development, including major parking terminals will make this area along Summer Street a link in the development chain

with high potential for commercial success.

The success of this area, so highly dependent upon a convenient separation of pedestrian traffic from the heavy flow of automobiles and other vehicles is strengthened by the proposal for a second level pedestrian walkway across Dewey Square from South Station to the Summer Street commercial frontage.

Summer Street development will provide from 200-000-400,000 sq. ft. of space for small and medium size retail and service shops as well as the potential for a large department store of approximately 300,000 sq. ft.

Another major improvement is in the area bounded by Washington, Bromfield, Tremont and West Streets. This district, referred to as the "Ladder Blocks" because of its street configuration resembling as a ladder contains many types of specialty shops in a highly compacted arrangement, adding the variety and character which makes the retail core the major shopping center of the metropolitan region.

The Plan intends the preservation and enhancement of the small-shop character of the area primarily through rehabilitation and the elimination of the major problem

confronting the merchants in the area--on-street loading operations. This will be accomplished by the provision of an underground truck-service tunnel running through the center of the area with provisions for loading facilities connected to new development as well as to existing structures that can be appropriately modified for such connections.

The construction of this underground street will enable the conversion of presently clogged Winter Street, Temple Place and Hamilton Place into pleasant and safe pedestrian ways fully connected with a mid-area pedestrian way from Bromfield Street to West Street.

Additional development parcels for retail-commercial uses are proposed on selected sites throughout the area where appropriate and in accordance with the overall redevelopment objectives of the Plan.

D. Entertainment and Cultural Activities

The area bounded by Washington, Boylston, Stuart and Tremont Streets is a district of cheap hotels, low-grade bars and decaying buildings. The Plan's proposals for this section are based upon two major objectives: First, to upgrade the district and eliminate its worst activities; and, second, to provide an environment that will foster high-quality entertainment, cultural and recreational facilities. Development possibilities provided in this block are for theatres, restaurants, night clubs and other related entertainment activities.

This block is considered to be an important "hinge," connecting the retail core to the Park Square and beyond to Copley Square. A strong linkage here is considered vital if the CBD and the Back Bay sections of the City are to develop to their fullest potential as interrelated parts of the central city.

E. Residential

Ideal locations for high-rise residential developments are proposed overlooking the Common and Public Garden at West and Tremont Streets, and Boylston and Charles Streets.

These developments, providing a total of approximately 500 to 850 units, would contain adequate parking facilities and include retail and other commercial uses on the ground floors, thus fitting appropriately into the fabric of a downtown environment.

F. Hotel-Motel Development

Transient housing facilities are permitted on three sites in the area: South Station, Park Square and the Tremont, Kneeland, Washington, Boylston or "Hinge" Block.

Market potential for downtown facilities is in the neighborhood of 1,000 rooms and could be divided among two or three of the sites, the foremost sites being at South Station and Park Square.*

G. Property Acquisition

A total of 205 properties, including those covered by the approved Early Land Acquisition Program, are proposed to be acquired under the Plan. These properties are shown

NOTE: The following chart describes the various development parcels by use, size, etc.

are shown on Map #1, "Acquisition."

The amount of space to be acquired in millions of square feet will be as follows:

Retail-Commercial	Office	Other	Vacant	Total
2.1	1.1	1.7	.8	5.8

This acquisition program will cause a relocation workload as follows:

Retail-Commercial	Office	Other	Total
421	624	261	1,306

A staging program will be developed to minimize the displacement and relocation problem as much as possible by programming new development as a relocation resource for displacees.

H. Zoning Adjustments

Zoning changes proposed would increase the floor area ratio in certain areas to ten (10) and upgrade other areas from a manufacturing zone to a business zone. (see Map #2, "Zoning").

(refer to Map #4 - "Disposition")

Parcel Number	Location	Parcel Area (sq. ft.)	Possible Building Height (Stories)	Building Uses & Space Potential (square feet, number of vehicles or number of units)	Special Requirements or Characteristics
A-1	Washington-Water	25,500	12	office 125,000-200,000 sq.ft. gen. com'l 20,000-30,000	
A-2	Washington-Arch	13,500	-	public open space	
A-3	Washington-Milk	27,500	12	office 200,000-250,000 sq.ft. gen. com'l 20,000-30,000	pedestrian ease-ment from Milk to Hawley
A-4	Washington-Franklin	55,500	8	retail com'l 110,000-150,000 sq.ft. parking 700 cars	pedestrian ease-ment from Hawley to Parcel A-3
A-5	Washington-Bromfield	25,500	8	retail com'l 30,000-40,000 sq.ft. parking 250 cars	
A-6	Washington-School	10,000	6	office 35,000-50,000 sq.ft. gen. com'l 8,000-12,000	
A-7	Washington-School	4,700	-	public open space	
A-8	Washington-Pie Alley	31,500	6	parking 400 cars	
A-9	Washington-Court	37,500	30	office 500,000-600,000 sq.ft. gen. com'l 25,000-40,000	

Parcel Number	Location	Parcel Area (sq. ft.)	Possible Building Height (Stories)	Building Uses & Space Potential (square feet, number of vehicles or number of units)	Special Requirements or Characteristics
B-1	Bromfield-Winter	47,500	4	Retail com'l 75,000-110,000 sq.ft.	pedestrian easements through site truck tunnel beneath
B-2	Winter	9,000	4	retail com'l 25,000-35,000	truck tunnel beneath part of site
B-3	Winter Place	12,500	6	office 20,000-30,000 sq.ft. retail com'l 20,000-24,000	truck tunnel beneath part of site
B-4	Temple-West	68,000	15	retail com'l 120,000-150,000 sq.ft. residential 150 units parking 300 cars	pedestrian easements through site, truck tunnel beneath
B-5	Washington-New St.	18,000	8	retail com'l 35,000-70,000 sq.ft. office 50,000-75,000	
C-1	Washington-Franklin	4,700	8	retail com'l 5,000-35,000 sq.ft.	alternate use - public open space
C-2	Summer-Hawley	30,000	5	retail com'l 100,000-120,000 sq.ft.	underground servicing area

Parcel Number	Location	Parcel Area (sq. ft.)	Possible Building Height (Stories)	Building Uses & Space Potential (square feet, number of vehicles or number of units)	Special Requirements or Characteristics
C-3	Washington-Bedford	33,500	8	retail com'l 100,000-125,000 sq.ft. office 50,000-100,000 parking 300 cars	parking permitted if C-3 is developed in conjunction with C-4
C-4	Chauncy-Bedford	25,500	6	parking 300 cars retail com'l 40,000-50,000 sq.ft.	underground servicing from Parcel D-3
C-5	Washington-Hayward	19,000	3	retail com'l 24,000-30,000 sq.ft.	
C-6	Chauncy-Essex	4,400	3	gen. com'l 6,000-10,000 sq.ft.	alternate use - public open space
D-1	Winthrop Square	6,900	-	public open space	
D-2	Chauncy-Summer	41,000	6	retail com'l 60,000-120,000 sq.ft. office 20,000-30,000 sq.ft.	pedestrian easement, access through bldg. from adjacent parking structures, underground truck easement
D-3	Chauncy-Kingston	99,000	6	parking 700 cars retail com'l 50,000-75,000 sq.ft. office 25,000-50,000 sq.ft.	easements for Bedford and New Streets, underground truck easement.

Parcel Number	Location	Parcel Area (sq. ft.)	Possible Building Height (Stories)	Building Uses & Space Potential (square feet, number of vehicles or number of units)	Special Requirements or Characteristics
D-4	Summer-Kingston	167,000	6	retail com'l 250,000-350,000 sq.ft. parking 1,500 cars	pedestrian walk-way at 2nd level along Summer, grade level pedestrian ease-ment at Devon-shire, Lincoln-High
D-5	Essex-Lincoln	18,500	6	gen. com'l 15,000-20,000 office 15,000-20,000 sq.ft.	underground truck easement
D-6	Dewey Square	45,500	20	office 200,000-400,000 sq.ft. gen. com'l 25,000-50,000 sq.ft.	pedestrian easement on second level
D-7	High-Federal	27,000	3	gen. com'l 15,000-30,000 sq.ft.	alternate use-public open space, pedestrian easement through site
E-1	South Station	120,000	12	office 200,000-300,000 sq.ft. gen. com'l 80,000-100,000	pedestrian ease-ment on second level

Parcel Number	Location	Parcel Area (sq. ft.)	Possible Building Height (Stories)	Building Uses & Space Potential (square feet, number of vehicles or number of units)	Special Requirements or Characteristics
E-2	South Station	56,000	12	hotel-motel 300-500 rooms gen. com'l 5,000-10,000 sq.ft. parking 300-500 cars	
E-3	South Station	680,000	6&12	parking 4,500 cars office 300,000-500,000 sq.ft. gen. com'l 50,000-80,000	public areas related to RR and bus terminals
E-4	South Station	200,000	-	gen. com'l parking	
F-1	Washington-Essex	102,000	15	parking 500 cars gen. com'l 80,000-120,000 sq.ft. office 50,000-100,000	pedestrian easement aligned with Beach St.
F-2	Washington-Boylston	167,000	15	gen. com'l 160,000-220,000 sq.ft. hotel or residential 500 units parking 300 cars	public space in center with pedestrian easements to exterior
G-1	Tremont-Stuart	7,800	-	public open space	service underground easement
G-2	Stuart-New Charles	5,700	2	gen. com'l 5,000-10,000 sq.ft.	alternate use - public open space

Parcel Number	Location	Parcel Area (sq. ft.)	Possible Building Height (Stories)	Building Uses & Space Potential (square feet, number of vehicles or number of units)	Special Requirements or Characteristics
G-3	Boylston-Charles	34,000	20	hotel-residential 500 units gen. com'l 20,000-30,000 sq. ft. parking 500 cars	
G-4	Park Square	77,000	15	residential 250-350 units gen. com'l 30,000-50,000 sq.ft. parking 200-300	Eliot Street easement:

DESIGN OBJECTIVES
(See Diagram #17 and Map #7, Illustrative Site Plan)

Upper Washington Area (Parcels A-1 through A-9)

The most important new public open space in the CBD is located in this area. This landscaped space will lie between Old South Meeting House and the Old Corner Book Store.

This space effects a transition between a mix of downtown uses: major retail to the south, the high edge of the financial district to the east, and proposed new office development along Washington Street to the north.

The Old South Meeting House will be framed against a background of high structures (mainly existing) to the east and south: and before it, the new park will extend north to the Old Corner Book Store. This latter building is a low structure of small scale detail. New construction facing and abutting it must physically respect its size and scale and form a visual transition to much larger adjacent structures both existing and proposed.

Washington Street, the main path north to Government Center, should be strengthened visually and its form and curvature should not be weakened by the introduction of building plazas between the new park and the Old State House - Ames Building open space at State Street. The lines of buildings along the street should horizontally reinforce the swing of the street

from open space to open space. Arcading the commercial frontage will emphasize this direction as well as provide pedestrian comfort.

Ladder Blocks Area (Parcels B-1 through B-4)
(See Diagrams 12, 13 and 14)

The "Ladder blocks," so-called because of its configuration, extend from West to Bromfield (ladder rungs) between Tremont and Washington (ladder uprights).

This area should become the scene of intense pedestrian activity when it is closed to surface vehicular traffic and a mid-block pedestrian path from Bromfield through to West Street is established. With trucking and servicing underground, a high degree of pedestrian comfort and safety will result. The new mid-block path will be a natural extension of the existing City Hall Avenue - Province Street approach to the area.

The ladder blocks will feature retail diversity and will be a prime location for the small and moderately sized specialty shops so necessary for maintenance of a complete range of shopping choices in the CBD.

Design of buildings and open space should encourage pedestrian activity both shopping and strolling by the use of intimate scale; pleasant covered walks; and the introduction of small squares on Winter Street and Temple Place having sidewalk retail

activity (showcases, posters, etc.). Pedestrian areas are intended to provide a variety of routes for shoppers and increase the amount of retail frontage within the area. The design of building frontages should realize the possibility of effective two-story retail space by the appropriate use of intermediate levels and emphasis on the visibility of more than one retail level from pedestrian areas.

Washington-Summer Area (Parcels C-1 and C-6)

This is a dense, maximum coverage retail area which can be improved by a more convenient and pleasant pedestrian environment. All work should emphasize the ease of pedestrian movement by the use of arcades and imaginative paving schemes. Washington Street and the new Summer Street Mall between Chauncy and Washington Streets will be the principal axis of desired pedestrian improvements.

Church-Green Area (Parcels D-1 through D-7)
(See Diagrams 15 and 16)

This area is intended to be developed as an extension of the Washington Street retail core connecting that core to the South Station complex. The major feature intended to strengthen this connection will be a second level pedestrian way running the full length of new development frontage from South Station (Parcel E-1) to the mall at Summer Street between Chauncy and Washington Streets.

This second level pedestrian way must be designed in such a manner as to provide the walker with a clear choice of directions: i.e., crossing Dewey Square to Federal Street, continuing along Summer Street and crossing Chauncy Street, or descending to street level at various street intersections, such as High, Devonshire or Kingston.

Development here should emphasize clearly that this area is a link between two major points, the South Station terminal complex and the existing Washington Street retail core. A clear and convenient relationship should be established between the parking, retail and office functions in this area, and retail frontage should be attractive on the street level as well as the second level way.

The most important architectural element in this area should be the proposed office building on Parcel D-6. Because of location adjacent to transport and on the major pedestrian axis towards Summer and Federal Street, and its visibility from highway and street, a tower here will be a significant marker.

The design of the buildings along Summer Street should be such as to clearly relate to and define the line of Summer Street and treat the openings for cross streets in a clear and functional manner.

South Station Complex (Parcels E-1 through E-4)
(See Diagrams 15 and 16)

A goal of the Summer Street pedestrian way is the South Station transportation concourse which daily provides thousands of people with access to the parking garage, trains, buses, and the MBTA. New development on Parcel E-1 should architecturally express this function in those elements visible from Summer and Federal Streets. The pedestrian flow over the Dewey Square overpass should be generously accommodated and protected from the weather.

The pedestrian path through the complex should be simple, yet interesting, with varied commercial activity. It should feature a great interior pedestrian circulation space to accommodate the many persons generated by transportation and other uses within the complex. This space easily has the potential to become a landmark in the City of Boston.

A garage for 3,000-5,000 cars on Parcel E-3 is a mandatory part of this complex and a hotel-motel on Parcel E-2 would be a desirable use. All parcels must have good pedestrian connections to the proposed development of buildings on Parcel E-1 and the Dewey Square overpass.

The pedestrian link to the proposed stadium via the new garage should be a clear and pleasant walk with different vistas

appearing as it is traversed.

Due to the great size of this development site, the problem of maintaining pedestrian scale within and a visual scale when viewed from without becomes very important. The building complex must not be a world alien to the city around it, but must relate to the buildings and scale of the CBD.

The "Hinge" Area (Parcels F-1 and F-2)

A key function of the "hinge block" is to change direction of the flow of pedestrians from the north-south movement on Washington Street into a westerly movement toward Back Bay.

The salient architectural feature of the "hinge block" is its intimate interior public open space which offers a great contrast to the openness of the adjacent Common and the strongly commercial character of the surrounding streets. This open space will function not only for pedestrian circulation, but will give strollers, shoppers, theatregoers, an opportunity to experience a truly urban space free from traffic and noise during the day and night.

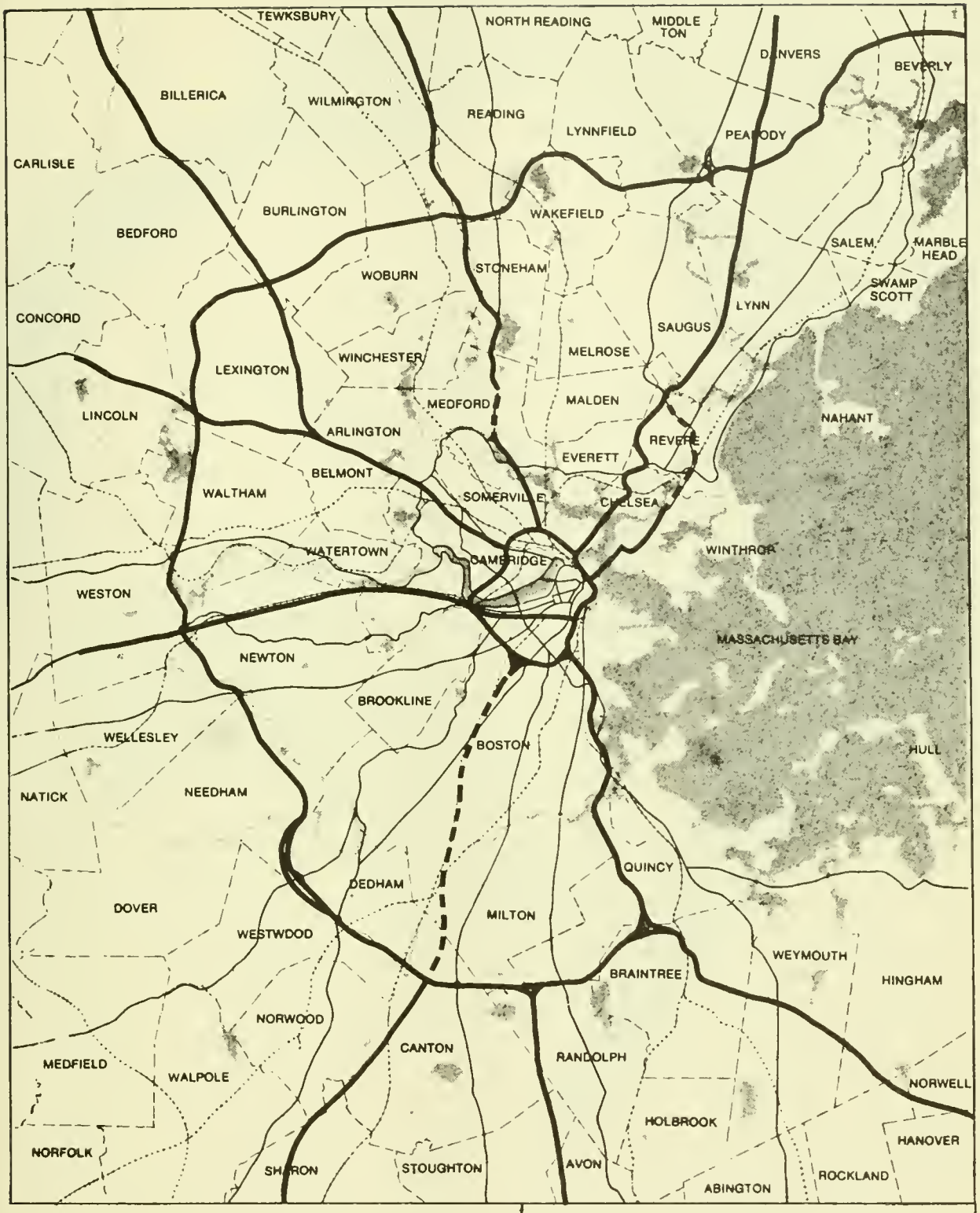
The "hinge block" can become a natural extension of the theatre and entertainment district and will be an excellent location for activities connected with the visual and performing arts.

Building design should take every advantage of the double frontage potential of the interior open space and the surrounding streets. The interior frontages should form space which can be used for outdoor concerts and art exhibitions as well as a sitting area.

Washington Street should be recognized again as part of the main pedestrian path from Government Center to the South Cove and not be interrupted with large building plazas.

Park Square Area (Parcels G-1 through G-4)

The area should be developed with high-rise residential structures. Maximum ground level commercial space should be supplied and combined with the design of plaza areas. These buildings will form part of the frontage on the Public Garden. Care should be taken in design not to produce a massive bulk against the sky when viewed from the Garden.

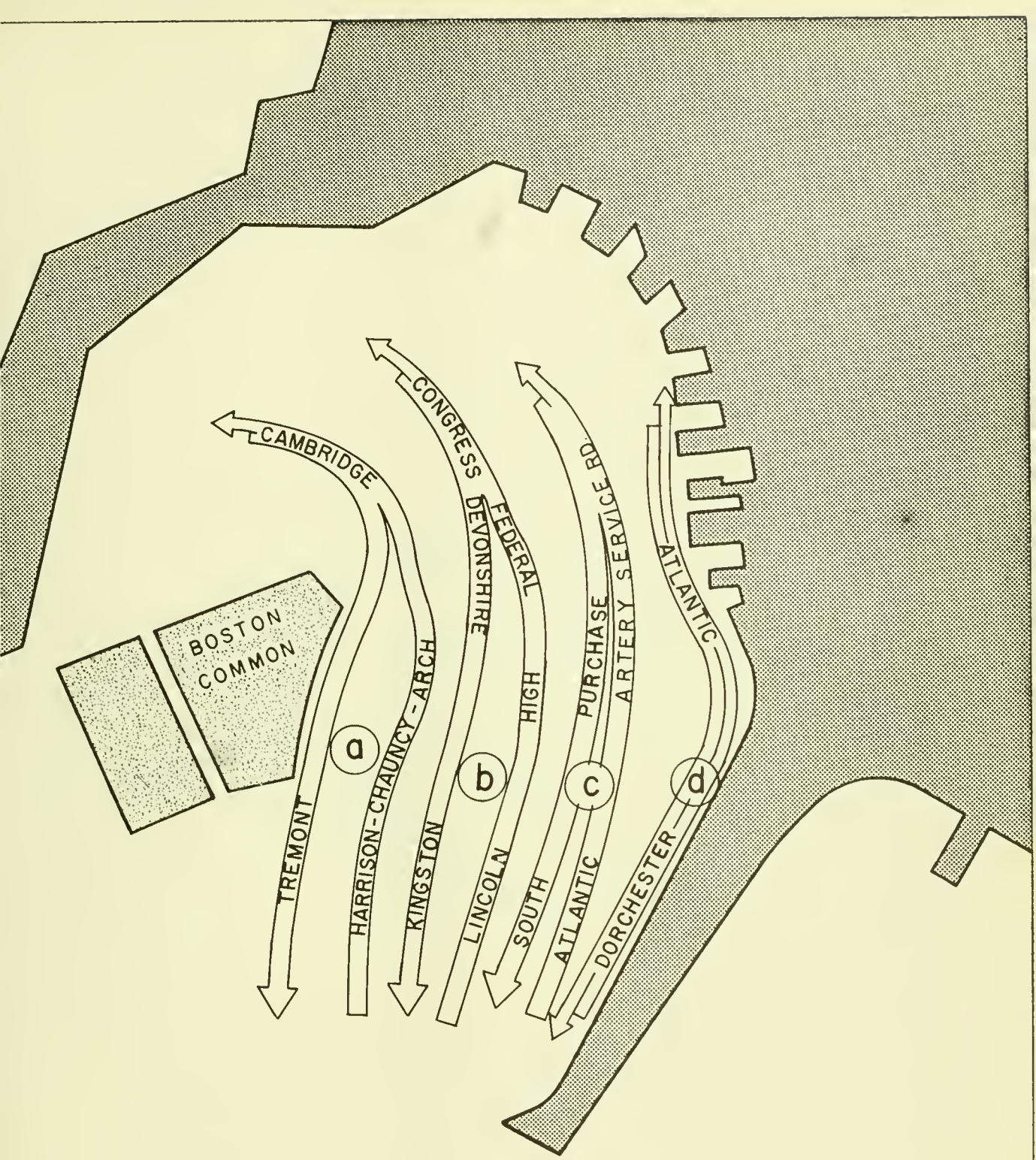


CENTRAL BUSINESS DISTRICT

REGIONAL HIGHWAYS

DIAGRAM 1

BOSTON REDEVELOPMENT AUTHORITY

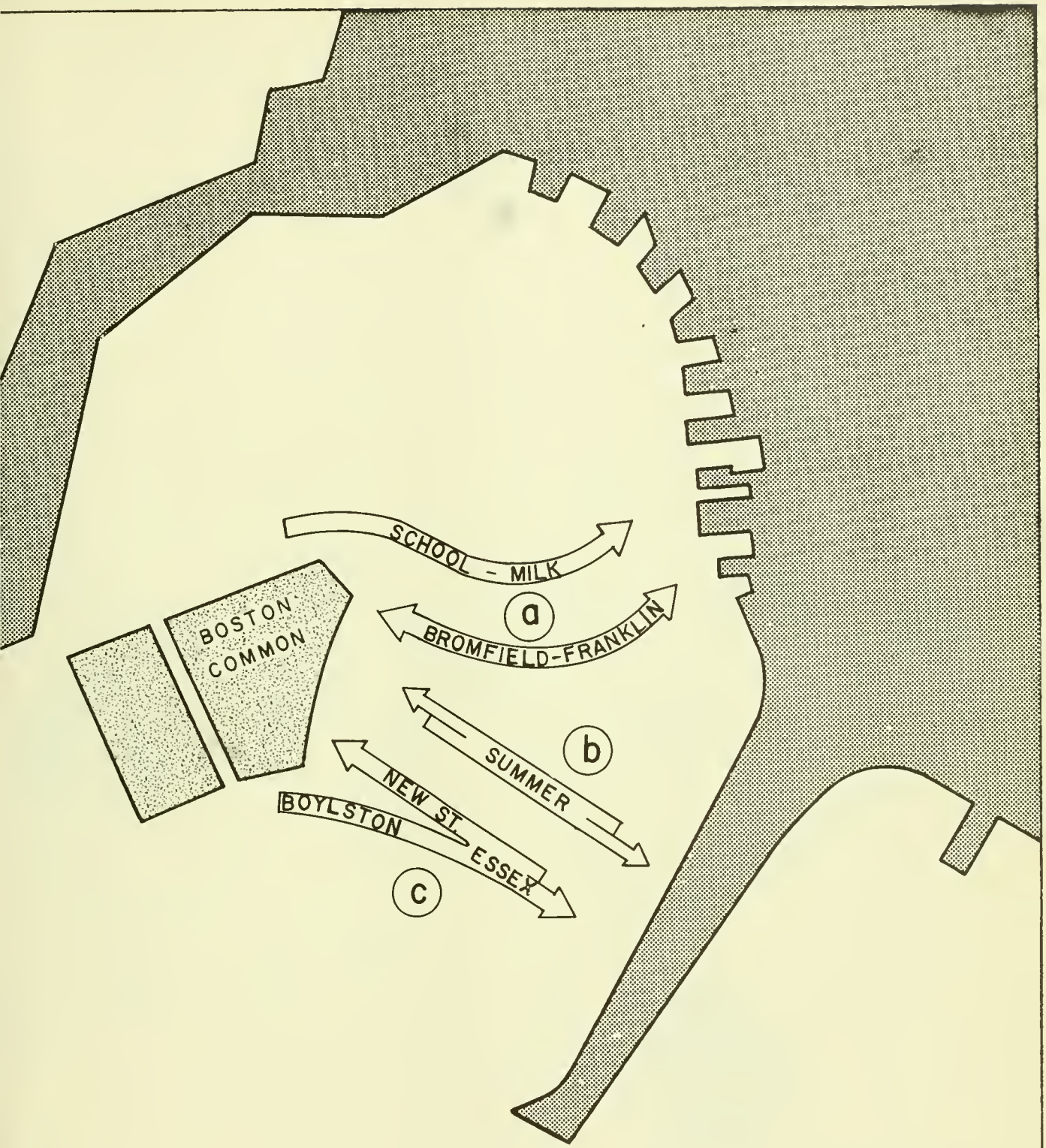


CENTRAL BUSINESS DISTRICT

NORTH-SOUTH STREET SYSTEM

DIAGRAM 2

BOSTON REDEVELOPMENT AUTHORITY

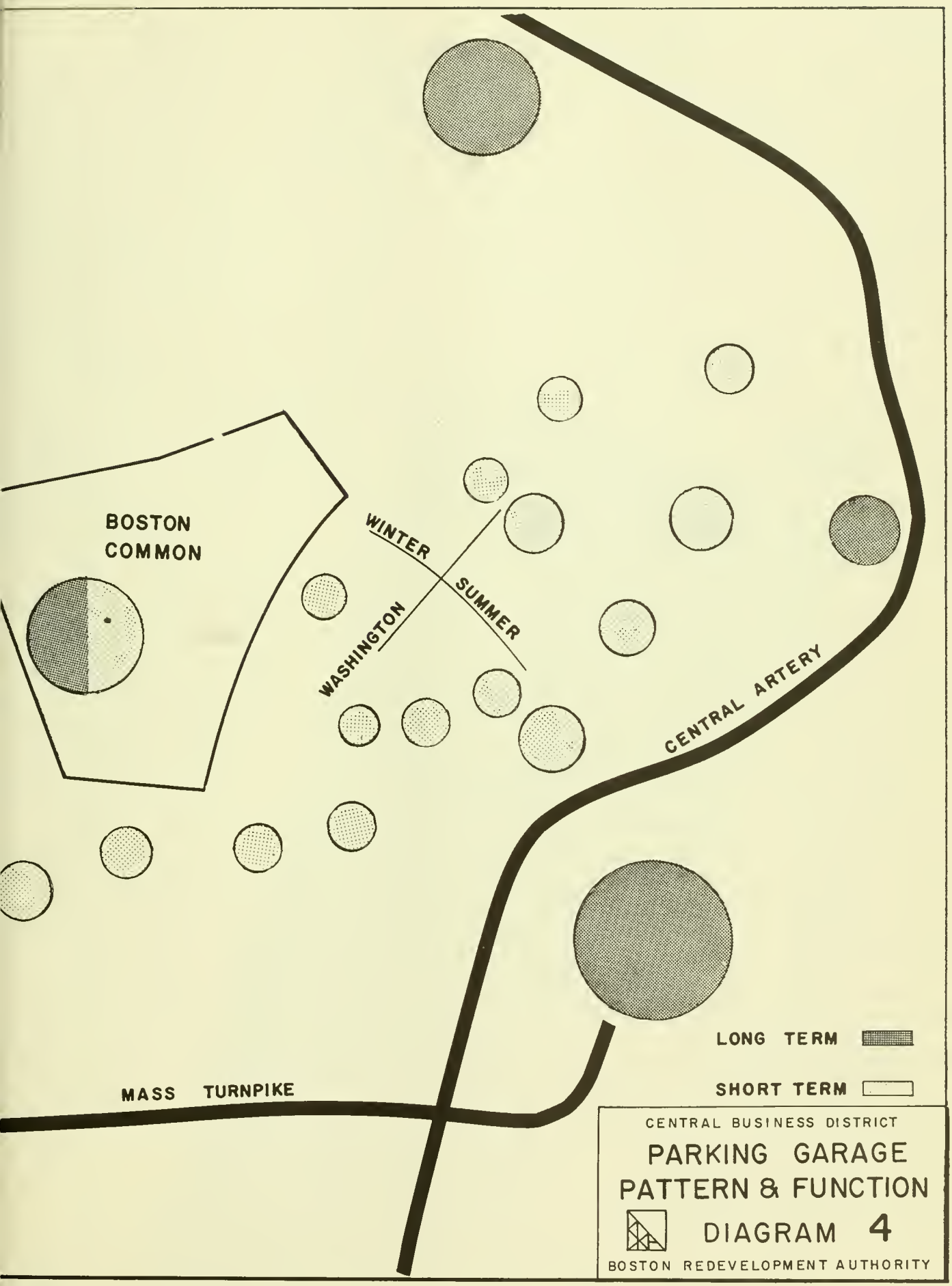


CENTRAL BUSINESS DISTRICT

EAST-WEST STREET SYSTEM

DIAGRAM 3

BOSTON REDEVELOPMENT AUTHORITY

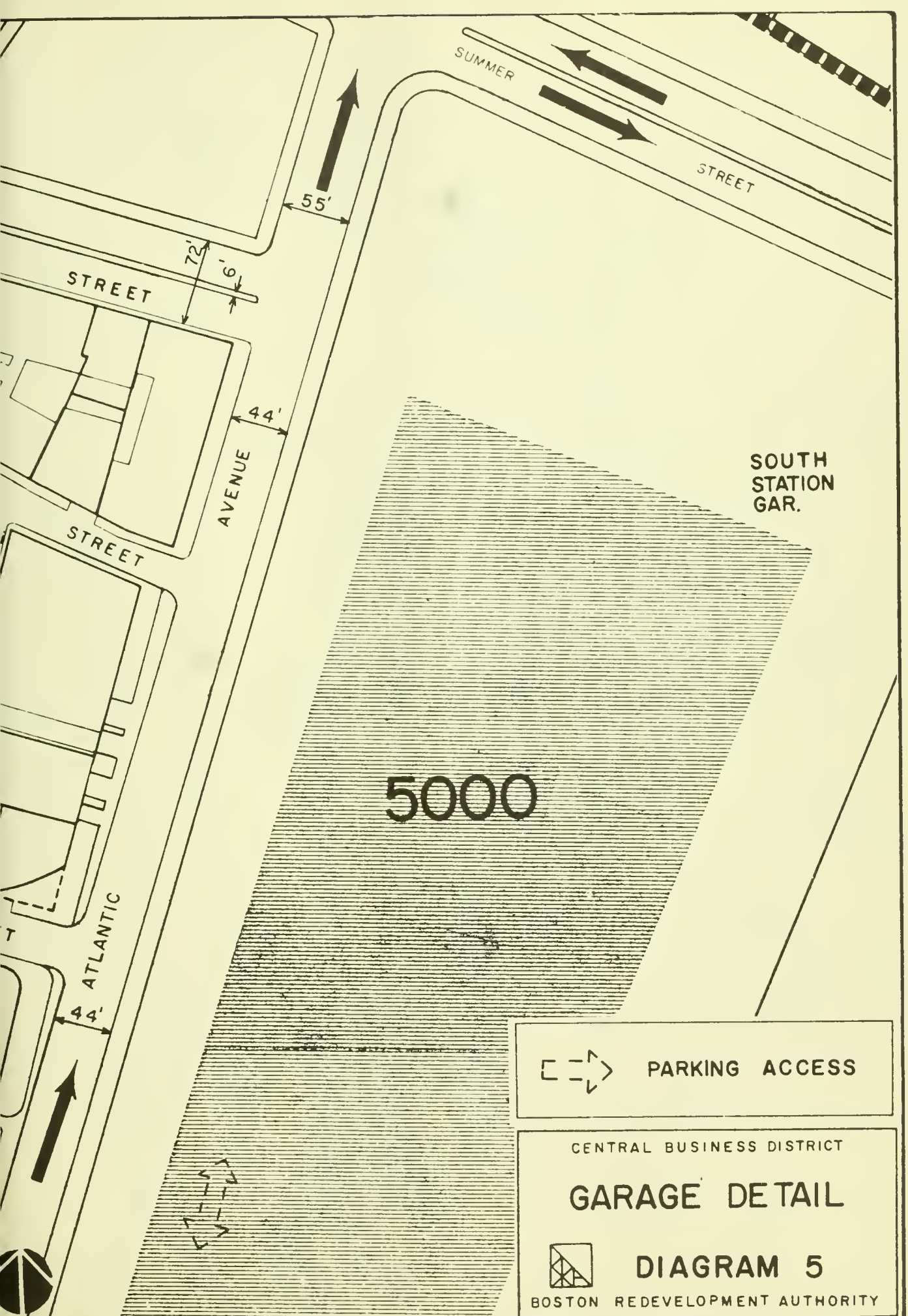


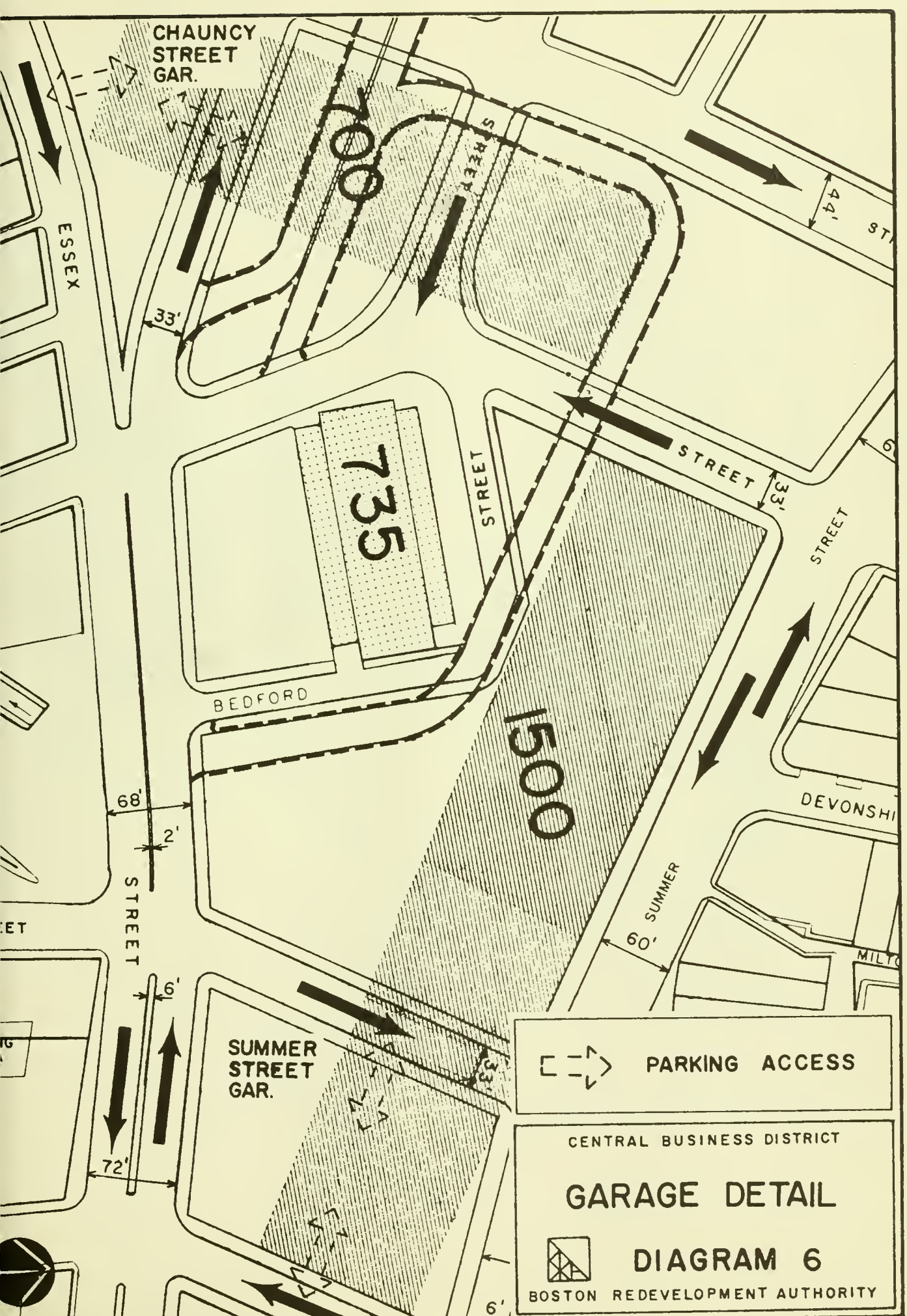
CENTRAL BUSINESS DISTRICT

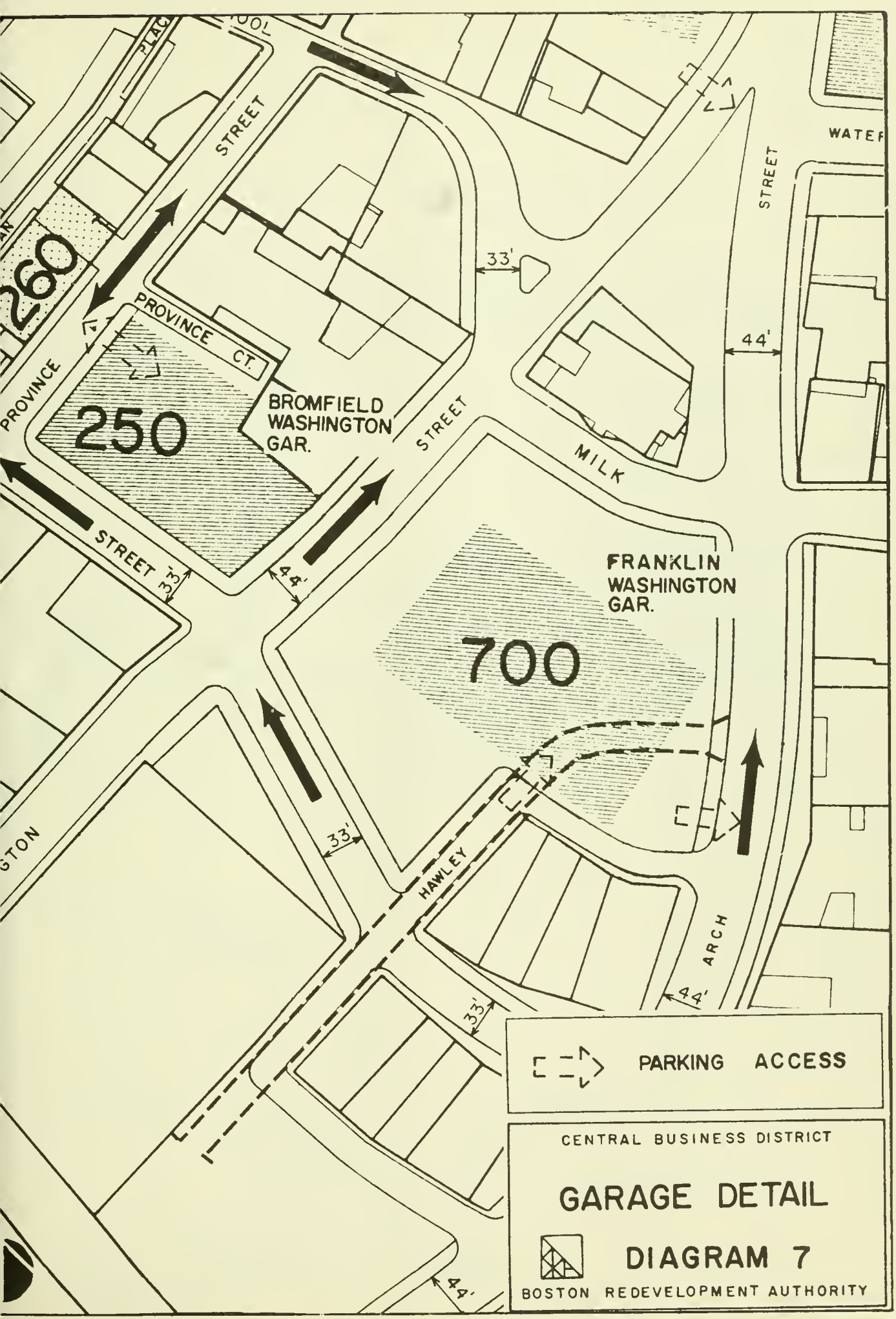
PARKING GARAGE PATTERN & FUNCTION

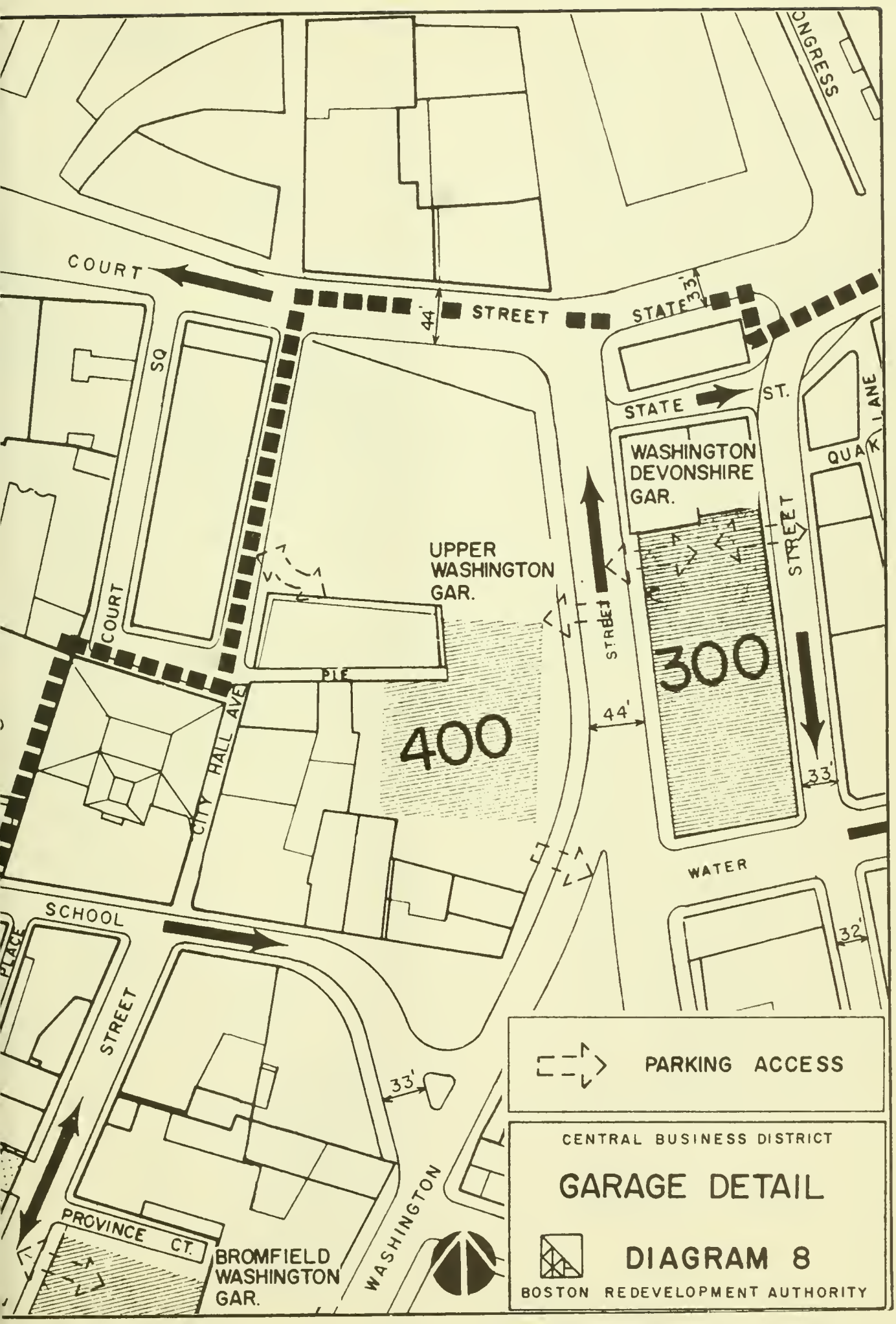
DIAGRAM 4

BOSTON REDEVELOPMENT AUTHORITY

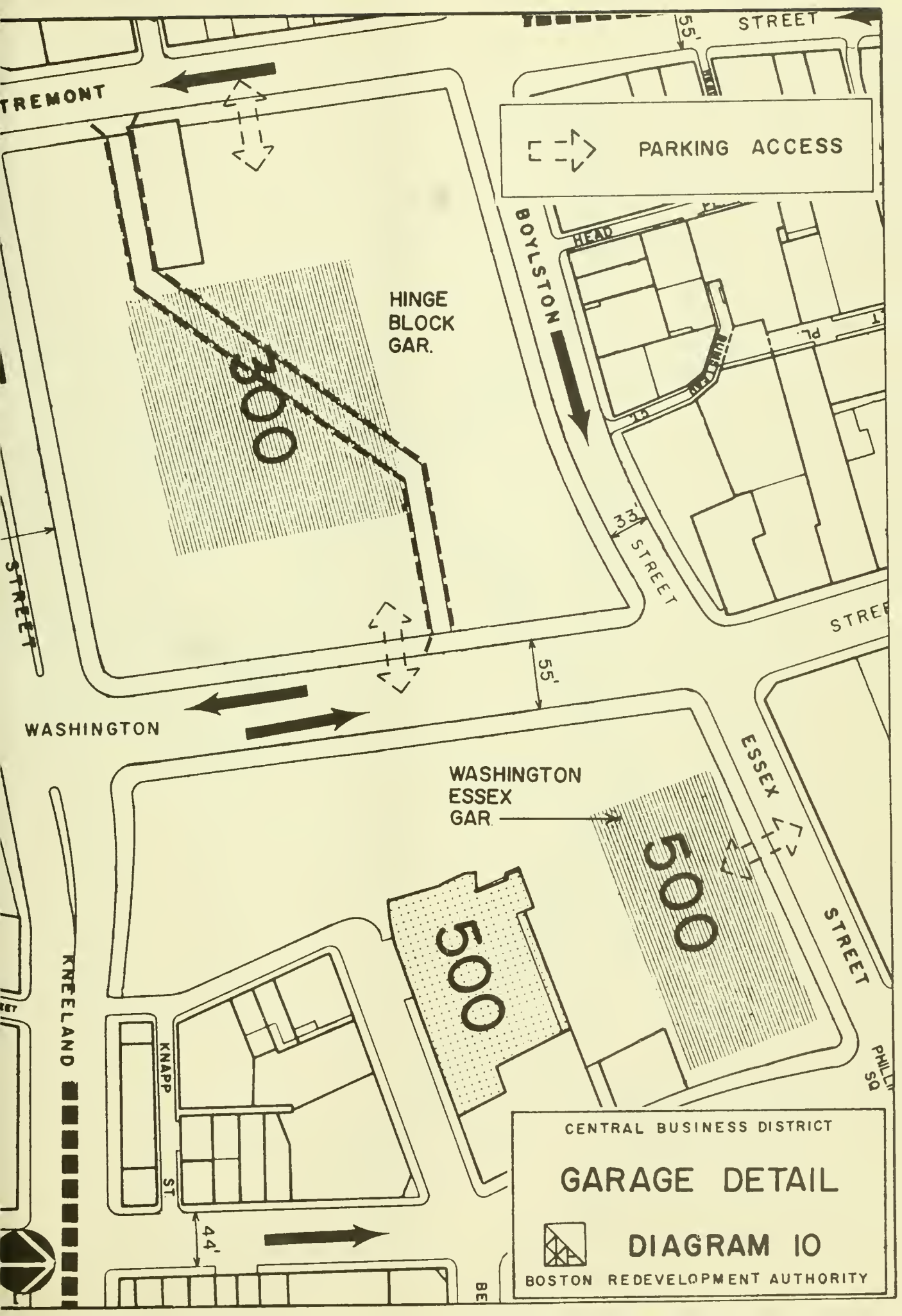

SUMMER
STREET
55'
72'
6'
STREET
44'
AVENUE
STREET
SOUTH
STATION
GAR.
5000
ATLANTIC
44'
PARKING ACCESS
CENTRAL BUSINESS DISTRICT
GARAGE DETAIL
DIAGRAM 5
BOSTON REDEVELOPMENT AUTHORITY

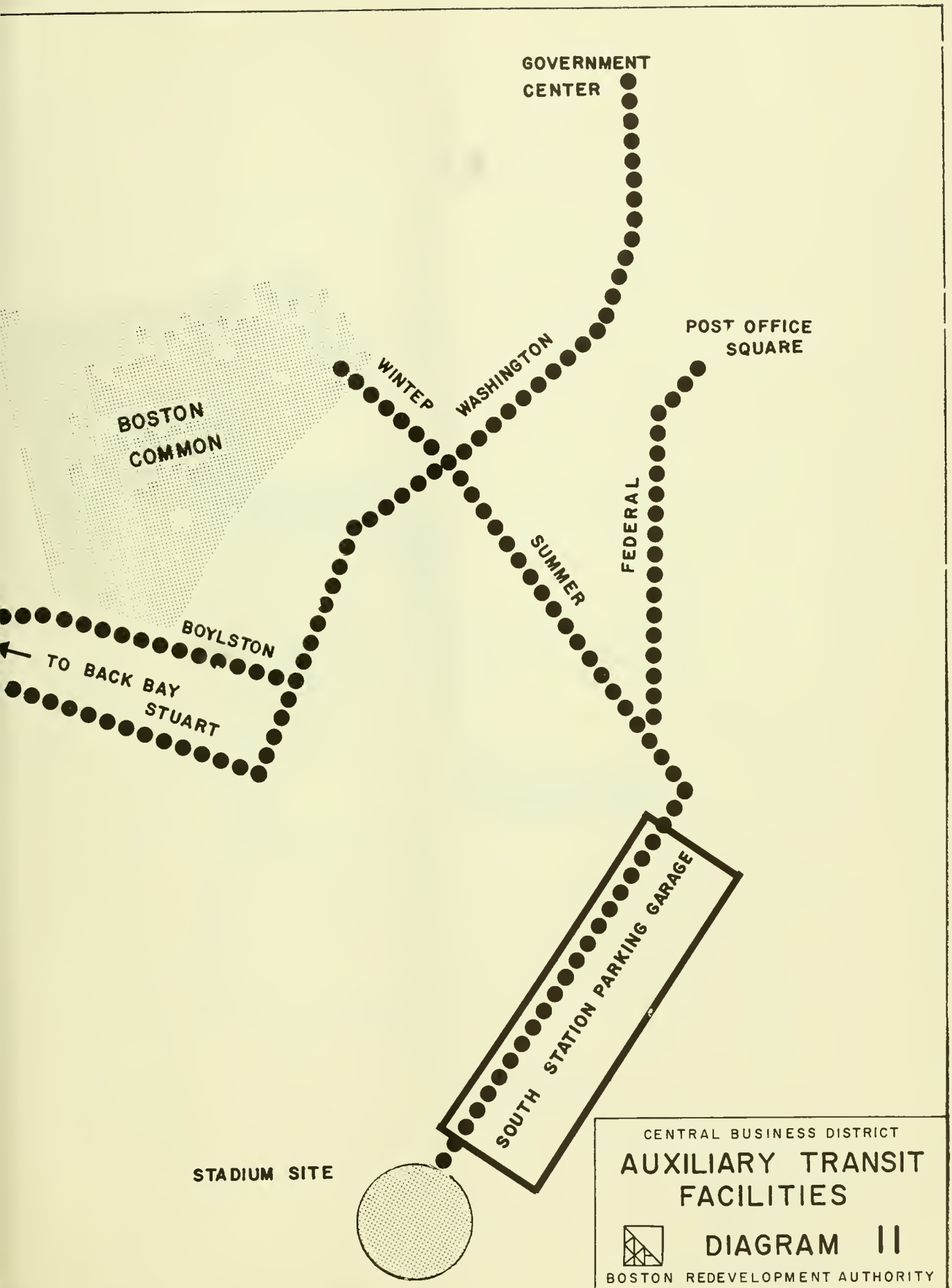

CHAUNCY STREET GAR.
ESSEX
700
STREET
33'
735
STREET
STREET
33'
BEDFORD
1500
68'
2'
STREET
6'
72'
SUMMER STREET GAR.
33'
6'
SUMMER
60'
DEVONSHI
MILTO
PARKING ACCESS
CENTRAL BUSINESS DISTRICT
GARAGE DETAIL
DIAGRAM 6
BOSTON REDEVELOPMENT AUTHORITY


STREET
PROVINCE
PROVINCE CT.
BROMFIELD WASHINGTON GAR.
250
260
33'
44'
MILK
STREET
FRANKLIN WASHINGTON GAR.
700
HAWLEY
ARCH
PARKING ACCESS
CENTRAL BUSINESS DISTRICT
GARAGE DETAIL
DIAGRAM 7
BOSTON REDEVELOPMENT AUTHORITY


COURT
STREET
44'
STATE
33'
STATE ST.
CONGRESS
QUAKER LANE
WASHINGTON
DEVONSHIRE
GAR.
UPPER
WASHINGTON
GAR.
COURT SQ
COURT
PIE
CITY HALL AVE
STREET
300
400
44'
33'
WATER
SCHOOL
PLACE
STREET
32'
33'
PROVINCE CT.
BROMFIELD
WASHINGTON
GAR.
WASHINGTON
PARKING ACCESS
CENTRAL BUSINESS DISTRICT
GARAGE DETAIL
DIAGRAM 8
BOSTON REDEVELOPMENT AUTHORITY

WEST
TEMPLE PLACE GAR.
TEMPLE PLACE
WINTER
STREET
JACKSON
STREET
STREET
STREET
WASHINGTON
BEDFORD
AVON
NEW 33'
BEDFORD STREET GAR.
300
300
STREET
PARKING ACCESS
CENTRAL BUSINESS DISTRICT
GARAGE DETAIL
DIAGRAM 9
BOSTON REDEVELOPMENT AUTHORITY


55'
STREET
TREMONT
PARKING ACCESS
HEAD
BOYLSTON
HINGE
BLOCK
GAR.
300
33'
STREET
STREET
55'
WASHINGTON
WASHINGTON
ESSEX
GAR.
ESSEX
500
500
STREET
KNEELAND
KNAPP
ST.
44'
CENTRAL BUSINESS DISTRICT
GARAGE DETAIL
DIAGRAM 10
BOSTON REDEVELOPMENT AUTHORITY

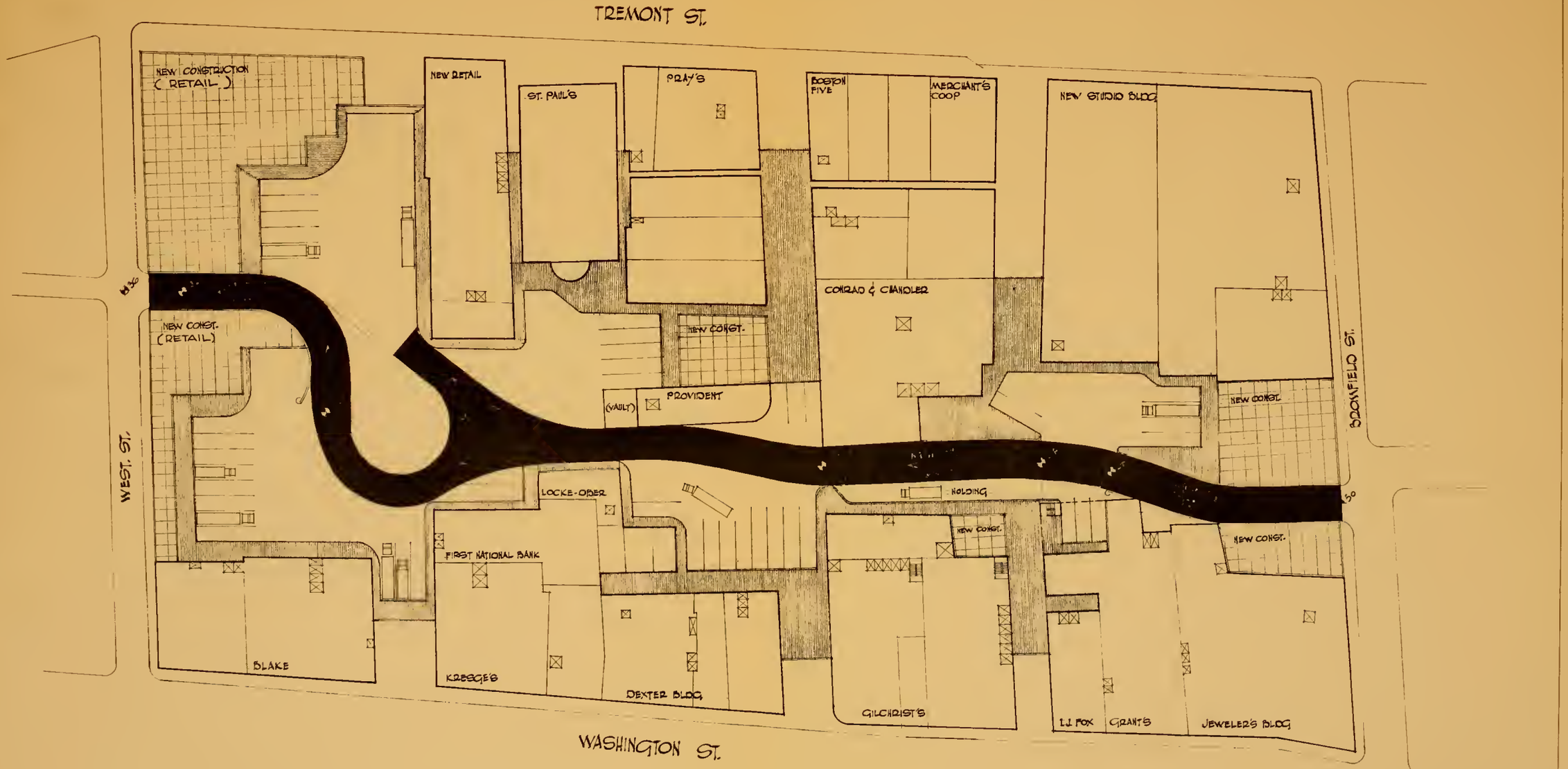


CENTRAL BUSINESS DISTRICT

AUXILIARY TRANSIT FACILITIES

DIAGRAM 11

BOSTON REDEVELOPMENT AUTHORITY



CENTRAL BUSINESS DISTRICT

LADDER BLOCKS SERVICING PLAN

DIAGRAM 12

BOSTON REDEVELOPMENT AUTHORITY

CENTRAL BUSINESS DISTRICT

LADDER BLOCKS GROUND FLOOR

DIAGRAM 13

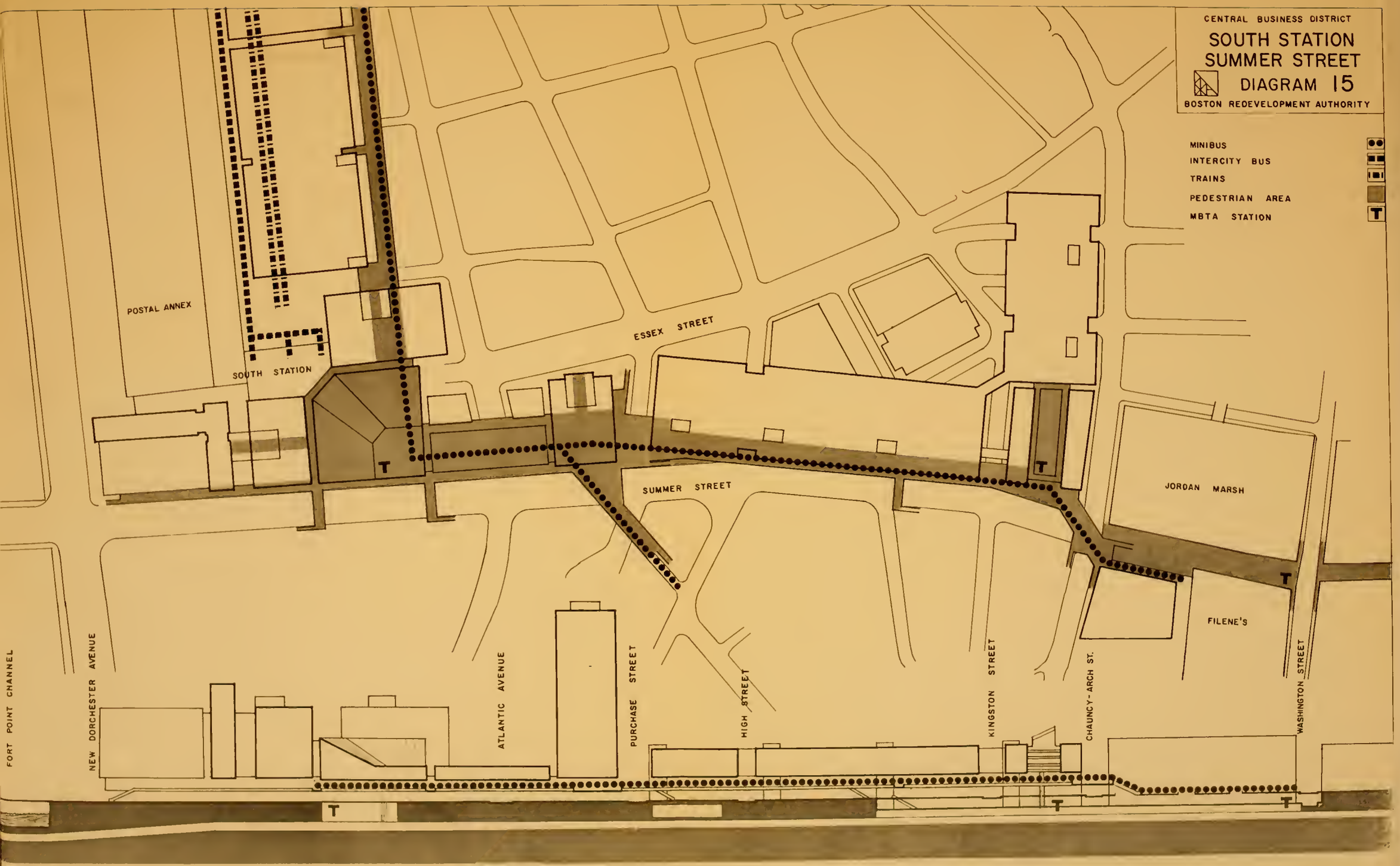
BOSTON REDEVELOPMENT AUTHORITY

CENTRAL BUSINESS DISTRICT

LADDER BLOCKS SITE PLAN

DIAGRAM 14

BOSTON REDEVELOPMENT AUTHORITY

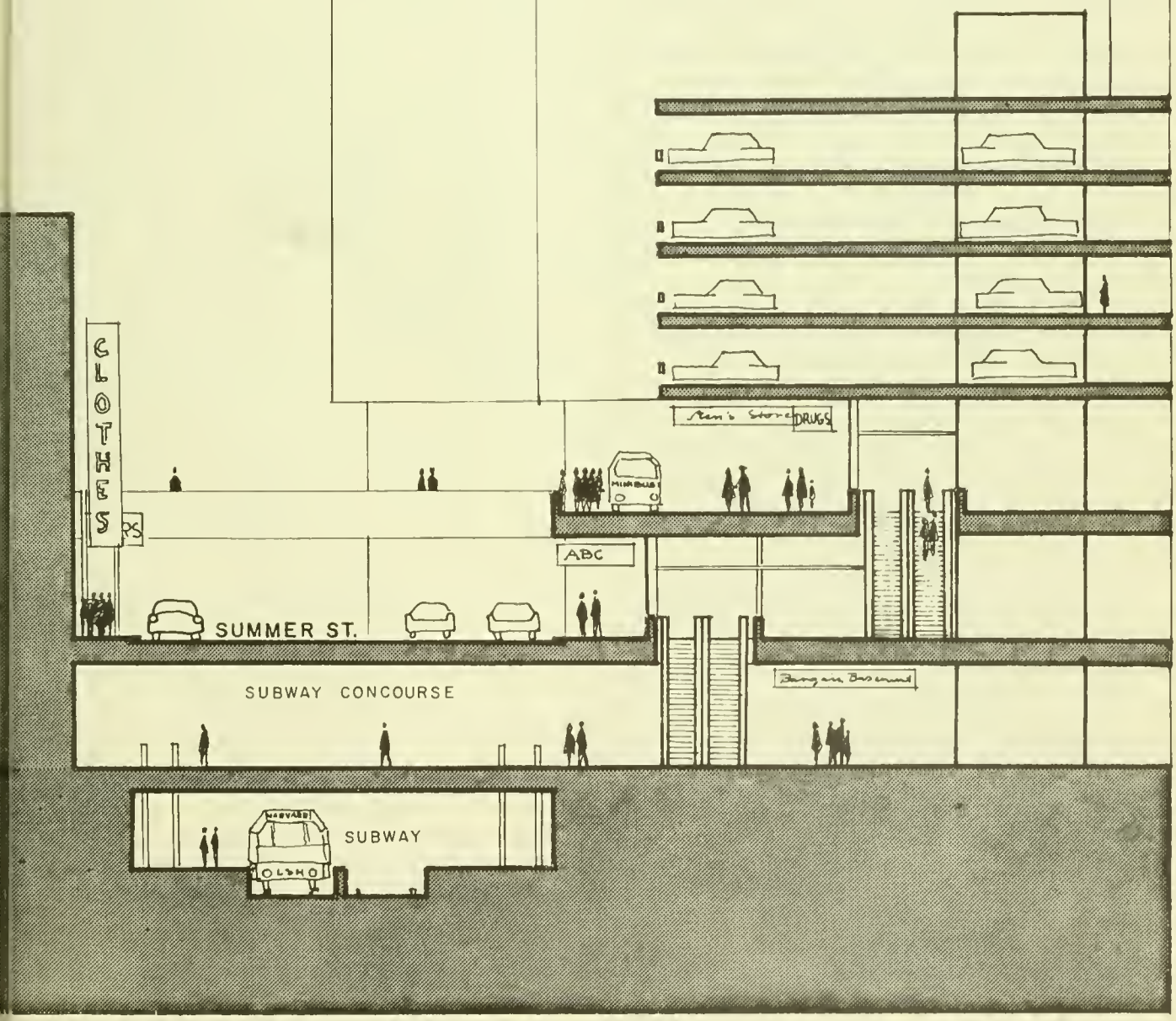

CENTRAL BUSINESS DISTRICT
SOUTH STATION
SUMMER STREET
DIAGRAM 15
BOSTON REDEVELOPMENT AUTHORITY
MINIBUS
INTERCITY BUS
TRAINS
PEDESTRIAN AREA
MBTA STATION
POSTAL ANNEX
SOUTH STATION
ESSEX STREET
SUMMER STREET
JORDAN MARSH
FILENE'S
FORT POINT CHANNEL
NEW DORCHESTER AVENUE
ATLANTIC AVENUE
PURCHASE STREET
HIGH STREET
KINGSTON STREET
CHAUNCY-ARCH ST.
WASHINGTON STREET
T

CENTRAL BUSINESS DISTRICT

SUMMER ST. SECTION

DIAGRAM 16

BOSTON REDEVELOPMENT AUTHORITY



BOSTON PUBLIC LIBRARY
3 9999 06315 285 2